361 dustrial region with the tall wooden towers above the oil wells and the circular oil containers attached to the refineries. Campina and Ploesti are similar to the towns which sprang up during the American gold rushes. Great modern buildings stand next to primitive huts; fast American cars overtake peasant carts; rich speculators rub shoulders with shabby workers. These are towns in which extreme wealth and abject poverty live side by side.

BUCAREST. A similar, if somewhat more westernized, atmosphere reigns in Bucarest, the capital of Muntenia and of the whole of Rumania. Bucarest, which its more prosperous citizens like to call the 'Paris of the Balkans', has almost 1,000,000 inhabitants, and it has in many respects assumed the character of an American city. With ultra-modern buildings, wide thoroughfares bordered by shady alleys, and fast taxis the centre of Bucarest resembles the most modern of western cities. But the typical features of the Balkans have survived. Narrow little streets, quaint Orthodox churches, horse-carriages and hawkers are plentiful. Bucarest is the greatest industrial town of Rumania. Many factories of all
[366] descriptions are situated here. All the great commercial houses and banks, both Rumanian and foreign, have their head offices in Bucarest. The capital's importance is enhanced by its key position as a centre of communications. The main trunk road from Transylvania passing through the Predeal Pass, Sinaia, Campina and Ploesti links up in Bucarest with the roads leading south to the Danube, east to the Danube and the Black Sea and west to Oltenia.

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[Bucarest]

[The Dobrudja]

Bucarest is also the chief railway centre of Rumania. 361

Giurgiu on the Danube, south of Bucarest and the terminus of one of the oil pipe-lines from Ploesti, is one of the main Rumanian wheat and oil ports. Another Danubian port, where great quantities of wheat are handled, is Braila with a population of about 70,000.

There are no natural barriers to communications in Muntenia. In the south the chief flow of traffic is carried by the Danube. Rail and road communications from Transylvania pass through the Predeal and a railway line leads over the Danube to the Dobrudja. 505 491 496

THE DOBRUDJA (Dobrogea[R]).[1] Up till 1878 the whole of the Dobrudja belonged to Bulgaria. Ever since, this province has been a bone of contention between Rumania and Bulgaria. The northern part of the Dobrudja was awarded to Rumania in 1878 to compensate her for the loss of Southern Bessarabia to Russia. The southern part of the province was ceded by Bulgaria after her defeat at the hands of her neighbours in the Second Balkan War in 1913. This region was returned to Bulgaria in 1940. 175

Geographically the Dobrudja is the north-eastern corner of the Balkan Peninsula. Its boundaries are in the north and west the Danube and in the east the Black Sea. There are three distinct regions: the delta of the Danube, the forests of Babadag, and farther south the steppe, which is the most fertile 131 133

[1] The letter R, H or G following a geographical term denotes a Rumanian, Hungarian or German name, respectively.

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[The Crisana]
[Maramures]

mostly Hungarians, and occupies a similarly important position. Here there are numerous factories, including mills, railway shops and locomotive works and textile factories. Satu-Mare (Szatmar[H]), with 60,000 inhabitants, is the largest town in the Northern Crisana.

After the Great War the Crisana, which was first occupied by the Hungarians in the tenth century and subsequently colonized by them, was awarded to Rumania. Under the Vienna Award of 1940 part of the Crisana was returned to Hungary, with a considerable Rumanian population.

By the same decision the province of Maramures (Marmaros[H]) (about 1,350 square miles), inhabited by over 150,000 people, acquired by Rumania in 1918, was returned to Hungary. Geographically Maramures is a continuation of the Czechoslovak province of Ruthenia. It is enclosed on all sides by chains of mountains covered with thick forests whose great density is rare even in the Carpathians, which are famous for their wealth of trees. It is not easily accessible except by a solitary railway line which comes from Transylvania and leads to Ruthenia. The small population consists of Ruthenians, Rumanians, Jews, Slovaks and Hungarians and is typical of the medley of races to be found in quite small areas of this part of Europe. Owing to the mountainous nature of the country there is little agriculture. The chief occupation of the inhabitants is the felling of trees. The most valuable asset of the province is its mineral wealth. There is oil, gold, copper, salt and coal. The capital and only major town of Maramures is Sighet (Marmaros-Sziget[H]) with a large Jewish population. Sighet, a town of

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[Transylvania]

Scaune (Haromszek[H]) which also possesses numerous industrial enterprises. Most of the rivers of Transylvania rise in the Eastern Carpathians and flow to the west and south. The Mures, flowing from east to west winds its way between the Carpathians and the 'Western Mountains' near Alba Julia (Gyulafehervar[H], Karlsburg[G]) and descends into the lowlands farther west. The Somes (Szamos[H]) reaches the plains north-west of the Transylvanian highland and eventually flows into the Tisza. Communications with Muntenia and Oltenia go over the mountain passes of Predeal, Bran and the 'Red Tower', with Moldavia over those of Buzau, Ghimes and Bicaz, and with the Bukovina over the Rodna Pass.

The climate of Transylvania is not as favourable for the raising of crops as that of Muntenia and the Banat. In the valleys, however, maize, wheat and rye are grown with some success. Stock-breeding is more important than agriculture. But Transylvania is very rich in mineral resources. Apart from coal, gold, copper, salt, bauxite and iron Transylvania possesses the greatest reserves of natural gas in the whole of Europe. The chemically pure methane which is used by many factories for power, as well as for cooking and lighting by many householders, could supply the whole of Transylvania for over a hundred years and make the consumption of coal unnecessary.

The capital of Transylvania is Cluj (Kolozsvar[H], Klausenburg[G]), with a population of over 105,000, consisting of Hungarians, Germans, Rumanians and Jews. The town is an important rail and road junction and the cultural centre of all the three

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[The Bukovina]

[Bessarabia]

000 small deposits of coal, gold and lead, but the industry of the province is well developed.

361 The capital of the Bukovina is Czernowitz (Cernauti[R]) with over 100,000 inhabitants. The town is situated on a high hill near the Pruth and is a great commercial centre. Here branches of the Austrian banks and some big Viennese businesses remained. The population of Czernowitz, like that of the rest of the province, is very mixed. Economically important as a junction of several trade-routes, Czernowitz has also become a great industrial town during the last fifty years.

648 In June 1940 the Northern Bukovina, including Czernowitz, altogether about 2,260 square miles, was ceded by Rumania to the U.S.S.R. Thereby over 550,000 people, mostly Ukrainians and many Jews, became Soviet citizens.

131 161 BESSARABIA. For over twenty years the province of Bessarabia was the eastern frontier region of Greater Rumania. It covers an area of 17,760 square miles and has a population of 3,000,000.[1] Bessarabia is surrounded by natural frontiers: in the north and east by the River Dniester, in the south by the Black Sea and the Danube, and in the west by the Pruth.

133 The north of Bessarabia is formed by a highland about 1,000 ft. high, consisting of fertile arable land which belongs to the 'black-earth' region of the Ukraine. The central area is hilly country, divided

[1] To which were added 120,000 Polish and Ukrainian villagers transplanted from Eastern Poland by the Soviet authorities shortly before their retreat before the German attack in 1941.

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with straw roofs. They are rarely plastered with mud. In western Sredna Gora, transportable sheep pens are used (Gellert, 1937: 169).

RUMANIA

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In Rumania there exists a marked difference between settlements in the lowlands and those of the Carpathian Mountain region. While topography and the presence or absence of such building materials as stone, wood or clay are important factors, political considerations also played a significant role. With the beginning of the 18th century Greek influence became predominant in Moldavia and Wallachia. The Porte set up Greek rulers in these principalities, thus in reality the Rumanians were as much under Turkish dominion, although indirectly, as were the people of the Balkans. It was only after the rebellion of 1821 that Rumanian rulers were reinstated. During all periods of unrest and foreign invasion the mountains and forests served as areas of refuge; the Serbian hajduk has his counterpart in the Rumanian haydeick (Stratilesco, 1907: 30-34).

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Location and Types of Settlements. The older settlements were in the nature of hamlets (cătîn). These were generally not built on the top of hills, but rather in depressions, on the edge of forests, and away from the military roads (Grothe, 1907: 54). In the hilly regions of Oltenia and Moldavia the villages were located close to a river or on the slope of a hill. Farmsteads are generally spaced fairly far apart, in no definite order. Villages may extend over two or three hills facing one another (Stratilesco, 1907: 205).

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Villages in the Wallachian plains are located close to the roads. The prevalent type is the road village; buildings are located on either side of the highway which forms the main road of the village. Larger villages may have additional cross-roads (Jänecke, 1918: 7).

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While mountain villages average a population of 350, the largest being around 700, villages of the plains average 700 and may reach 2000 (Grothe, 1907: 55).

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House Types. Due to the scarcity of wood and stone in the plains, buildings are generally constructed of wicker and daub, in which technique the Rumanians are masters. The roof is made first, the walls afterwards. The principle posts are first set into the ground, then the studs of the outer walls and inner partitions are spaced at 1 to 2 foot intervals. After the roof has been formed walls are built up. Mud is kneaded down with the feet, mixed with straw, and shaped into lumps that take the place of bricks. These lumps are then set between the studs and left to dry (Stratilesco, 1907: 208). More often walls are of wickerwork, plastered inside and out with a mixture of mud, straw and cowdung to a thickness of 15-25 centimeters (Jänecke, 1918: 10). The rough walls are smoothed out by applying thinner and thinner layers of mud and cowdung mixture. They are then whitewashed inside and out. Floors of timber are recent; the floor is commonly of tamped earth.

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